

Intimation.

Powell's

NEW

FABRICS

FOR

CURTAINS,

LOOSE COVERS,

PORTIERES,

DRAPERIES,

CUSHIONS, &C.

IN

THE LATEST

ART

COLOURINGS

ARE NOW

DISPLAYED

IN

THEIR
SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary, SATURDAY, the 15th proximo, at Noon. The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th proximo, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, 24th September, 1910. [657]

Notices of Firms.

NOTICE.

WE HAVE This Day admitted Mr. ARTHUR NILSSON as a Member of our Company.

OLOF WIJK & CO. AGENCIES, LIMITED.
Göteborg, 1st September, 1910. [615]

NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES, LIMITED.
Göteborg, 1st September, 1910. [616]

NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. CO.

OLOF WIJK & CO. AGENCIES, LTD.
Göteborg, 15th July, 1910. 617

NOTICE.

I HAVE This Day established myself as a MERCHANT and COMMISSION AGENT under the name and style of S. D. SETNA & Co. temporary office at No. 49, Pottinger Street.

SORABJEE DHUNJEEBOY SETNA.
Hongkong, 1st October, 1910. [637]

Intimations

"BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF

H.E. Sir HENRY MAY, K.C.M.G.
H.E. Major-General BROADWOOD, C.B.
Commodore EYRES, R.N.

AN ENTERTAINMENT

will be given at the
CITY HALL,
on
SATURDAY, OCTOBER 15TH, and
MONDAY, OCTOBER 17TH.

Seats may be booked at The Robinson Piano Company on and after Monday, October 3rd.
Hongkong, 26th September, 1910. [614]

NOTICE OF REMOVAL.

I HAVE This Day REMOVED MY OFFICE to No. 8, DES VOEUX ROAD CENTRAL (corner of Ice House St.), Top Floor.

J. HENNESSEY SETH.
Hongkong, 1st October, 1910. [618]

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Robilia" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Park Hotel.

Hongkong, 8th September, 1910. [592]

SPECIAL SALE OF WORK

IN AID OF
THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superiors and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Laces and Children's Dresses, Embroideries, Table Covers, Handkerchiefs and a variety of articles suitable for presents will be held at the Convent on the 1st, 3rd, and 4th October next, commencing each day at 10 A.M.

The Superiors and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless Aged and Infirm in the Home for the Destitute at Wan Chai.

ITALIAN CONVENT,
28, Colson Road.
Hongkong, 22nd September, 1910. [150]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER" approved by the French Faculty of Medicine.

Large Bottles \$0.30
Dozen \$3.50
Case 50 Bottles \$11.50
" 60 \$13.50

SOLE AGENTS
"FRENCH STORE"

Hongkong, 15th September, 1910. [150]
Hongkong, 15th September, 1910.

THE DAIRY FARM CO., LTD.

ANNUAL REPORT.

The report for presentation to shareholders at the fourteenth ordinary yearly meeting, to be held at the Company's Depot, 7, Lower Albert Road, on Saturday, 8th inst., at 12:30 p.m., is as follows:—

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1910.

The profit for the year, after writing off \$3,387 0/6 for depreciation, had and doubtful debts, and providing for directors' and auditors' fees, amounts to \$6,350 6/6, from which it is proposed to pay a dividend of one dollar and twenty cents per share, absorbing \$48,000; to transfer to cattle reserve fund \$4,000; and to carry forward \$350 6/6.

Directors.—Dr. J. W. Noble and the Hon. Mr. Edward Osborne retire by rotation but are eligible for re-election.

Auditor.—The annexed accounts have been audited by Mr. F. J. Chapman, F.A.A., in the absence of Mr. W. Hutton Pitts, who offers himself for re-election at this meeting.

J. W. NOBLE, Chairman.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31ST JULY, 1910.

Dr. A. A.

July 31st.

To Directors' and auditors' fees.....\$ 3,700.00

Repairs and renewals.....\$ 8,303.05

Land cultivation & improvement.....\$ 1,472.88

Loss on subsidiary coins.....\$ 717.32

Written off:—

Bad and doubtful debts \$7,651.28

Share investments.....\$ 594.00

Buildings.....\$ 3,869.73

Furniture, machinery and stores.....\$ 2,371.36

Balance.....\$ 8,387.97

By Balance from last year.....\$ 1,850.01

Interest.....\$ 2,029.58

By Scrip fees.....\$ 15.00

B. d. debts recovered.....\$ 209.87

Balance of working account.....\$ 77,741.78

July 31st.....\$ 1,316.24

Gr.

August 1st.

By Balance from last year.....\$ 1,850.01

Interest.....\$ 2,029.58

By Scrip fees.....\$ 15.00

B. d. debts recovered.....\$ 209.87

Balance of working account.....\$ 77,741.78

July 31st.....\$ 1,316.24

Gr.

August 1st.

By Balance from last year.....\$ 1,850.01

Interest.....\$ 2,029.58

By Scrip fees.....\$ 15.00

B. d. debts recovered.....\$ 209.87

Balance of working account.....\$ 77,741.78

July 31st.....\$ 1,316.24

Gr.

August 1st.

By Balance from last year.....\$ 1,850.01

Interest.....\$ 2,029.58

By Scrip fees.....\$ 15.00

B. d. debts recovered.....\$ 209.87

Balance of working account.....\$ 77,741.78

Gr.

August 1st.

GERMANY GHOST STORY.

THE MYSTERIOUS GOBLIN SEEN AT STETTLIN.

UNCANNY PROCEEDINGS.

A stranger, passing through Stettin last night would have thought that a Socialist demonstration or something equally dreadful was taking place, said the Berlin correspondent of the Telegraph in a wire of August 19. The streets were closed to traffic by the police, and large crowds assembled in the neighbourhood manifested their displeasure at this step after hour by shouting and cat calls. But all the bother was merely due to the anxiety of the public to devote itself to a little practical psychological research. For at the centre of the cleared area stood a haunted house, and that was what the people were trying to get at.

It appears that a ghost had been at work for a long time past, though it only became an object of general interest a couple of days ago after it had been taken notice of in the newspapers. The centre of its activity is the tenement of a labourer, named Buchsler, in the Kucknuchstrasse, where it is reported to have brought many strange things to pass. Credible witnesses saw cups and saucers, pots and pans, jugs and bottles lift themselves up without any visible assistance, and sail through the window into the courtyard. Blooms hovered in the air, as if levitating to a trip to the Brocken. Cupboards flung open their doors and precipitated their contents on to the floor.

These spectral activities seemed, as is so often the case, to centre around a young girl, the eleven-year-old daughter of the tenant, a sickly and undergrown little thing, who is credited by the neighbours with wonderful magnetic gifts. The story, however, which got about was that the uncanny proceedings were the work of a hobgoblin, who came to the house in search of Frau Buchsler's housekeeping money, and showed its anger in wanton destruction when it found that the key of her cash-box was hanging round her neck, and not to be got at. It appears to be a fact that the ghostly demonstrations were occasionally accompanied by the disappearance of sums of money, but for that there is spiritual explanation of a different kind.

ATTACKED BY SPIRITS.

No tale was too wild to be believed in Stettin. It was widely credited that the little girl was physically assailed by the goblin, which covered her arms with scratches and left marks on her flesh like the prints of a cat's paw. It has since been discovered that the wounds were self-inflicted, and were due to a childish habit of meddling with irritating crevices of the skin.

Another report was to the effect that the police dog had refused, in spite of all inducements, to enter the haunted precinct. The truth is that the animal was ordered to lie down in the courtyard, and did so.

When the police took the matter in hand they were somewhat at a loss as to the course to follow. One officer called upon Frau Buchsler to produce the ghost, or at any rate cause it to give some signs of its existence. The reply was that this was impossible, as she had done something to annoy the disturbing spirit. What the head and front of her offending had been she declined to say, on the ground that the revelation of such mysteries would bring untold disaster upon her head. The police officer went back to the station, probably to look up the unfamiliar case in the Criminal Code. When he returned he found that two sisters of a religious order had been praying in the house for a couple of hours and that a general impression prevailed that the fiend had been successfully exorcised.

The police, however, were not satisfied to let the matter rest there, and their further inquiries convinced them that the mysterious doings were due more to sleight of hand than to spiritual agencies. They also learned that Buchsler had been spending a good deal of money at the public-house of late, which, perhaps, might account for the disappearances from his wife's cash box. So the family have been informed that should the mischievous spirits recommence their tricks they will be taken into custody under the gross nuisance clause which can be made to cover everything to which the authorities object, but is not specified in the law.

Intimation.

G. R.

HONGKONG TECHNICAL INSTITUTE.

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will RE-OPEN on THURSDAY, October 6th:

ENGINEERING SECTION:

Building Construction and Drawing.
Field Surveying.
Machine Drawing.
Steam.
Mathematics.
Mechanics.
Physics.

COMMERCE SECTION:

English.
French.
Chinese (Cantonese Colloquial).
Shorthand.
Book-keeping.

SCIENCE SECTION:

Chemistry (Theoretical and Practical).
Metallurgy.
Physics.

TEACHERS' CLASS:

English.
Klondike.

Students should attend at the Institute to be enrolled on MONDAY, TUESDAY, or WEDNESDAY next, between 6 and 7 P.M.

Copies of the Prospectus and Entry Form may be obtained on application to the Under-Secretary.

Hongkong, 14 October, 1910. [64]

HONGKONG AVERAGE MARKET PRICES.

Corrected 20th Sept., 1910, 100 lbs. per 5 Mar.

BUTCHER MEAT.

Beef: Sirloin & prime cut—Mei Lung Pa B. 20

" Corned—Ham Ngai Yek 20

" Roast—Shio 22

" Roast—Ngai Lam 15

" Soup—Tong Yek 20

" Steak—Ngai Yek Pa 22

" Sirloin—Ngai Lam 20

" Sausages—Ngai Yek Ching 20

Bullock's Brains—Know 9

" Tongue—Ngai Lam 50

" Corned—Ham Ngai Li 20

" Head—Ngai Tai 20

" Heart—Ngai Sun 20

" Hung, Salt—Ngai Kiu 20

" Feet—Ngai Kiu 20

" Kidneys—Ngai Yek 20

" Tail—Ngai Mei 20

" Liver—Ngai Sun 20

" Tripe (undressed)—Ngai Tai 20

Galves Head and Feet—Ngai Chai 20

" Tongue—Ngai Yek 20

" Leg—Young Fai 20

" Shoulder—Young Shai 20

Pigs' Chillings—Chi Cheong 20

" Brains—Chi Kiu 20

" Feet—Chi Kiu 20

" Fry—Chi Chai 20

" Head—Chi Tai 20

" Heart—Chi Sun 20

" Kidneys—Chi Yek 20

" Liver—Chi Kon 20

" Pork Chop—Chi Tai Kwei 20

" Corned—Ham Chai Yek 20

" Fat—Chi Tai 20

" Leg or Lard—Chi Yek 20

Sheep's Head and Feet—Young Tai 20

" Kiu 20

" Heart—Young Sun 20

" Kidneys—Young Yek 20

" Liver—Young Sun 20

" Suet Beef—Sung Ngai Yek 20

" Mutton—Sung Young Yek 20

" Veal—Ngai Chai Yek 20

" Sausages—Ngai Chai Yek Tong 20

POULTRY.

Chicken—Kai Chai 20

" Gapon, Large, Small—Shi Kai 20

" Ducks—Ap 20

" Doves—Pan Kai 20

" Eggs, Hen—Kai Tai 20

" Fowls, Canton—Kai 20

" Hainan—Kai Nam Kai 20

" Geese—Ngai 20

" Geese, Wild Shanghai—Shung Hoi Yek 20

" Ngai 20

" Mink Deer—Wong Kiu 20

" Hare—To Chai 20

" Partridge—Chi Kiu 20

" Pheasant—Shan Kai 20

" Pigeons, Canton—Pak Kiu 20

" Holow—Holow Pak Kiu 20

" Quail—Um Chai 20

" Rice Birds—Wo Fa Chai 20

" Salpae—Sa Chai 20

" Turkeys, Gock—Fo Kai Kung 20

" Hare—Na 20

" Wild Ducks, Shanghai, Salted 20

" Teal, Shanghai, Salted 20

" Wild Ducks, Canton—Sung Shing Sai 20

" Ap 20

FISH.

Barramundi—Kai Yek 20

" Bream—Shi Yek 20

" Canton Fresh Water Fish—Hoi Shi Yek 20

" Carp—Li Yek 20

" Catfish—Chi Yek 20

" Goldfish—Kai Yek 20

" Goby—Kai 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

" Gudgeon—Kai Yek 20

HONGKONG AVERAGE MARKET PRICES.

Corrected 20th Sept., 1910, 100 lbs. per 5 Mar.

BUTCHER MEAT.

Entertainment.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor in return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILEY—\$6 per annum.

WHOLESALE—\$12 per annum.

The rates per quarter and per month, proportionally.

Subscriptions for any period less than one month will be charged at the full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATH.

On 3rd October, at the Peak Hospital, ROBERT T. SMILES, of Geo. Fenwick & Co., Ltd. Aged 43 years.

The funeral service will be at the Mortuary at 9 a.m. to-morrow.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 3, 1910.

KOWLOON RAILWAY RATES.

On Saturday last we published some details of the rates to be levied for passenger and luggage traffic on the British section of the Kowloon-Canton Railway. The rates as laid down may be, and possibly will be, subject to material alteration once the Chinese section has been linked up with the British section and experience has been gained as to the running of the Railway on this side of the boundary. On the whole, the tariff as arranged is not unequitable and appears to have been framed from the tariffs of the Federated Malay States programme—a most estimable guide—and from the Indian railways. It is, however, open to criticism in several respects, chief of which is excessiveness of prices. We have now for the first time an official statement regarding the stations and their focus on the map; and the following is the list with their respective distances in miles from Kowloon Ferry Station:—Kowloon Ferry Station, Hong Kong (Blackheads), 1.00; Yau Ma Tei, 1.41; Shatin, 7.27; Tai Po, 13.27; Tai Po Market, 14.00; Fan Ling, 17.13; Lo Wu, 21.78. We have pointed out before that one of the main

sources of revenue for the time being at least will be found in the week-end picnic parties who are sure to take full advantage of those opportunities which the Railway affords of getting into the Territory expeditiously and comfortably as against the old slow method of paddling up the Sam Chun River on a flat-bottomed boat or trudging the weary eighteen miles to Tai Po on foot by way of Shatin Gap. The schedule reads that return tickets will be issued to first and second class passengers at one and a half single fare, and are available for return up to the day after date of issue. The following rates will apply to picnic parties of five or over to Tai Po or Lo Wu, but previous application must be made before the privilege will be granted:—Five first class returns to Tai Po \$10, and each passenger over five \$2; five first class returns to Lo Wu \$15; and each passenger over five \$3; five second class returns to Tai Po \$5; and each passenger over five \$1; five second class returns to Lo Wu \$7.50; and each passenger over five \$1.50. To charge \$5 per head for a picnic party to Tai Po is on the face of it ridiculous. One can travel thence by ricksha with three coolies for \$3, or to Lo Wu by the new road for \$4. We think that a dollar would be ample charge for the journey by rail to Tai Po and would be more productive of revenue as well. One peculiar clause in the regulations reads thus:—"Every person who shall smoke or shall chew tobacco, opium or other like substance either inside a waiting room or in or upon any of the carriages belonging to the Railway which may be specially provided for females or non-smokers, or shall expectorate in any waiting room or in or upon any railway carriage or upon any railway platform, shall be liable on summary conviction to a penalty not exceeding ten dollars for each offence; and if any person persists in infringing this regulation after being warned to desist by any railway official or passenger, such person, in addition to incurring the liability above mentioned, may be removed by any such official from any such carriage and from the premises appertaining to the railway, and shall forfeit his fare." This appears to imply that the smoker is going to have a very bad time indeed. Some smokers never expectorate. Others do. In a general way, it may be said that all Chinese are tobacco smokers. Nearly all Europeans out East indulge in the habit. Yet if a smoking individual expectorate on any railway platform he is liable to a summary fine of ten dollars. Meanwhile the non-smoker apparently expectorates with impunity wherever he chooses, whilst the tobacco-loving subject is penalised. "It is a strange world, my masters." It is a good thing to see that the management have rigorously set their face against the chit system, for we read in the regulations that cheques, drafts, or orders for payment of money are not received at stations, except with the previous special sanction of the General Manager. The compiler of the rules has been polite enough not to employ the word "chits" but instead terms those familiar documents as "orders for payment of money." In a general sense, this regulation is strictly regular; but we fail to see why cheques or drafts should be refused, especially where big consignments of goods are in question. It is to be anticipated that a large proportion of the goods in transit to Hongkong from the hinterland will consist of country produce; therefore the following rule is particularly interesting:—"Bona-fide country produce, including poultry accompanied by passengers, and packed in either crates, cages or baskets, each package not exceeding 70 pounds, or half a picul, in weight, will be charged at the rate of ten cents per package for any distance on the British Section. Packages exceeding 70 pounds, but not exceeding 140 pounds, in weight will be charged double the above rate." But why put in the picul and half at the 70 lb. mark. Surely a passenger who is conveying a 71 lb. or 72 lb. package is entitled to pay for the extra pound or two in excess without being called upon to pay double for the whole. This is one of the minor matters that call for rectification. Then we come to a clause which states that dogs will be carried by passenger trains and charged for at third class fare each. They will be conveyed in the guard van or in the dogs' box, and must be furnished with collars, chains, and muzzles if required. Passengers are not allowed to take any dog into a passenger carriage. This regulation is going to bear very hardly upon the sportsmen of the Colony, who will be sure to take advantage in numbers of the facilities afforded by the new Railway for getting into the game country and who may have as many as half a dozen dogs along with their party when going on a shooting expedition. However, we have no Sporting League here to conserve the interests of sportsmen, so it must be left to themselves to protest against the dog tariff.

RETURN of visitors to the City Hall Library and Museum for the week ending the 2nd October, 1910.

	Library	Museum
Non-Chinese	351	243
Chinese	181	3,181
Total	532	3,424

LOCAL AND GENERAL.

The English Mail of the 5th September was delivered in London on 1st inst.

Fifty-seven undesirable articles by the steamer from the Dutch East Indies to-day.

IN ROBERT HART has been spending several weeks at Cromer, and has derived no benefit from the change. He will return to London shortly.

ON the 23rd ult. H.M.S. *Drum*, lying at anchor in the stream off Harkow, was struck by a timber raft, carried 400 yards and lost her anchor and chain.

A BLUE Book recently issued shows that there was a decrease of some thirteen millions in the number of passengers carried on the Railways of the United Kingdom last year.

Mr. Charles Butler, of Halifax, a well-known antiques collector, left estate which has been valued at over \$1,300,000, upon which duty to the amount of about £180,000 is payable.

TO-MORROW being the Jewish New Year 5671, the day will be observed as a holiday by the Jewish community in Hongkong, to whom we extend our best wishes for a happy and prosperous New Year.

LADY May visited the Italian Convent sale of work in the forenoon to-day and patronized several of the stalls. In the afternoon many more ladies extended their patronage to this deserving charitable institution.

A NUMBER of Chinese appeared at the Magistrate's Court this morning for gambling in the servants' quarters of the Colonial Secretary's Office. A fine of \$4 was imposed in each case. Another batch of gamblers were fined \$5 each.

H.E. CHU Shou-yung, Treasurer of Honan, who has been an official for fifty years, has been discharged. H.E. WANG Nai-cheng, Governor of Peking and Acting Treasurer of Honan, succeeded him, while H.E. KAO Ling-wei, Educational Commissioner of Honan, is promoted to be Treasurer of that province.

A GLARING instance of barefaced cowardice was brought to light in the Police Court this morning, when Inspector Dymond, of Aberdeen Police Station, charged the master of a junk with causing four of his *foots* to cut the rope of a large fishing junk's anchor and stealing the huge piece of iron at midnight on Friday last while the typhoon signal was up. The ring-leader was awarded two months' hard labour in the Police Court this morning and four hours' stocks, two of the defendants were each sentenced to three weeks' hard labour, while one of the men was acquitted.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

RAILWAY INAUGURAL CEREMONY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—May I ask, through the medium of your columns, what was the guiding principle that determined the compilation of the list of guests to the opening ceremony of the Kowloon-Canton Railway on Saturday last? As far as I can discover from a perusal of the published list of the names of those who were honoured by an invitation from the Chief Resident Engineer, the list must have been made up in a haphazard manner, or rather in that invidiously discriminatory manner as to leave a good deal of room for much and justified dissatisfaction. If the accommodation available on the inaugural day of the Colony's *magnus opus* has been so extremely limited as to preclude the possibility of making the invitations more general, there was certainly no excuse that can be justified on plausible grounds for the presence of a preponderance of a certain section of the community almost to the entire exclusion of others. Of the section which I allude many were invited who, neither in point of the aristocracy of blood—such as is understood in the Colony—nor in that of wealth were they entitled to priority of consideration over such gentlemen, for example, as those who control the affairs of our leading British Indian firms in Hongkong. I am sorry to have to cite any example where corruption is always invidious; but I am impelled to this recourse in order to give force to the argument in point. Singularly enough, members of the Jewish community were conspicuous by their absence at Saturday's official ceremony. Yet, it is not too much to say that whenever their co-operation was needed in matters calling for pecuniary assistance they have never been appealed to in vain. Their omission from the list of guests on Saturday was an unpardonable oversight for which, I for one, would like to see ample amends made. Yet another instance. Our Portuguese friends may not lay the same claim to contiguity as do the British Indians from a consideration of their dollar-and-cent status in Hongkong. But, surely, apart altogether from the purely sordid money consideration there is such a thing as vested interests, and as regards the latter I hold that the Portuguese in Hongkong are second to none in point of their claim to equal treatment. Yet, with the exception of those whose official positions alone entitle them to an invitation, the community were passed over *en masse* with great courtesy. Despite the alleged lack of accommodation I find, on the other hand, a broadcast scattering of invites to those favoured of the gods, who and whose "mistakes" were there in strong force. I refer to the representatives of the clerical body. The railway is an essentially commercial enterprise, and its administration, I make bold to assert, should be no respecter of the "cloth" where other interests—like those of the merchants—should be accorded more favourable differential treatment. I have already heard a great deal of dissatisfaction expressed at the management, or rather mismanagement, of the inauguration of the railway for last Saturday and that the same mistakes might be avoided in functions like that for this future—Yours, etc.,

AN INVITED GUEST.

Hongkong, 2nd October, 1910.

HONGKONG UNIVERSITY.

SIR FREDERICK LOGARD CRITICIZED.

The following letter appears in the *N. C. D. News* of 28th ult. over the signature of Mr. Arnold Foster who wrote from Wuchang on 20th idem.—A telegram in yesterday's issue of the 16th inst., quotes some remarks by the Governor of Hongkong to the effect that a university in China would be bound to come under the deadening influence of Chinese officialdom. As these remarks will, rightly or wrongly, be generally interpreted, as you interpret them in your editorial note, as "directed at the scheme in which the prime mover is the Rev. Lord William Cecil," I shall be glad if you will allow me to criticize Sir F. Logard's criticism.

I have before me a full and, as I think, highly satisfactory official statement in regard to the 'United Universities' Scheme for a University for China. The names of the gentlemen who form the joint committee for the general management of the scheme are a guarantee that we have here no ill-considered project or project espoused by ill-informed persons. Among the four trustees of the undertaking are the Marquess of Salisbury, the Rt. Hon. Walter Runciman, M.P., President of the Board of Education, and the Rt. Hon. Sir Ernest Satow. With them are associated in the committee of management some twenty other men drawn from the two Universities of Oxford and Cambridge, all of them deeply interested in education. These include the President of Magdalen College, Oxford; and the Master of Pembroke College, Cambridge; the Warden of Keble, the Master of Selwyn, Professor McAlister of Cambridge, and Mr. A. Lionel Smith, Fellow of Balliol. A glance at such names on the part of any one who knows anything of the personalities behind them, will cause a smile to pass over his face as he tries to imagine these gentlemen, in their management of an important educational nature falling under the spell of the deadening influence of Chinese officialdom. It is scarcely likely, e.g., that the President of the Board of Education in England, or the late British Minister in China would lend their names to a University scheme for China into which they had not gone carefully, or to a scheme which they feared would have no more vitality than there is in any of the educational institutions that have been started and are being managed by Chinese mandarins with official funds.

It is interesting to contrast

SIR F. LOGARD'S VIEW

of the proposed new university in China, with the view expressed in the document before me of Sir F. Logard's scheme for the University in Hongkong. "Hongkong," says the promoters of the Oxford and Cambridge proposals, "is a portion of the British Empire, and no patriotic Briton could feel otherwise than sympathetic towards an attempt to introduce the best university education into a British possession. But we can hardly expect the Chinese to share our enthusiasm for the British flag. If we are to attain the special object we have in view, i.e., that of naturalizing Western knowledge and Christian ethics in China, we must choose our site in the heart of the country, not in an island under British rule. Moreover, it must be in a district where Mandarin is spoken which is the language of three-fourths of China. The dialect spoken in Hongkong is only understood in the South-east. Hongkong, however, is six hundred miles distant from the Wu-han cities and we see no danger that the sphere of influence of the two universities would overlap, or that they would ever become hostile or even rival institutions."

But the founders of

THE UNIVERSITY FOR CHINA scheme are not working without some data to go upon, or without some very encouraging examples of what is possible in China. If they have not had before them any examples of efficient and prosperous colleges under official management, they have had what has been much more to the point, viz., some very brilliant examples of what can be done apart from either Chinese official Government like that of Hongkong. There are to-day large and prosperous and efficient colleges in China that are the outcome of only more or less private enterprise. There are *ling-shi*, *tu-tai*, who, with no other resources behind them than those that have come through missionary societies that had many responsibilities, have been able to build up a great educational work that has had very far-reaching results. To name two or three of such workers only may seem invidious when so many of them come into one's mind, and yet who can ever forget such workers as Dr. Calvin Mateer working in Shanghai against tremendous odds and under most depressing circumstances, when forty years ago, Western knowledge was nothing thought of in China? Who that has ever seen the work going on in St. John's College at Shanghai under the leadership of Dr. Hawks Pott, or the work of the Anglo-Chinese School at Tientsin commenced by Dr. S. Livingston Hart—himself a fellow of a Cambridge College—can ever forget it? Is it unreasonable for Lord William Cecil and his friends to argue that, if in three different provinces of China such institutions as I have mentioned can live and flourish and not only gain the respect of Chinese officials, but also them up to try and imitate what they admire, a still stronger illustration more strongly supported not only with money, but with active sympathy from the great universities of the West, might hope to exercise a still wider and profounder influence? Is Lord William Cecil wrong in imagining that, given men of the same stamp as those who have already done such a nob's work without much sympathy from the leaders of the great educational movements at home, one may reasonably suppose that other men, of as high or even higher educational qualifications, if possessed of the same enthusiasm, inspired by the same motive, and cheered and encouraged by the sympathy and co-operation of an

enlightened body in the home universities, might hope to accomplish even greater results if working together at a suitable centre? Sir Frederick Logard and others may be of opinion that

THE DEADENING INFLUENCE OF CHINESE OFFICIALDOM.

will almost certainly swallow up the higher influences of Christian ethical teaching and the ardour of the organizers of the new Oxford and Cambridge movement. I venture to predict that the result will be seen to do time to be of a directly opposite character, and that as the students in the new university come first under the personal influence of the new school of teachers, and secondly under the inspiration of their teaching, a new view of the world in which they live will dawn in their minds with the effect of awakening in them a new and more worthy love of their country, a new appreciation of the importance of moral rectitude, and last, but not least, a new zeal for imparting to others, something of the higher moral and educational influences which they themselves have consciously come. Such men will in due time be quite fit to take their place on the governing body of the University and to share in its responsibilities, and as they come to do so the prominent fact will be not the sterility of Chinese officialdom with its demoralizing power, but the vital and growing influence of cultured Chinese, who have acquired some high else in the schools besides a knowledge of the facts of science—the ripest fruits of Christian civilization and nobility of life.

ST. JOSEPH'S COLLEGE.

AQUATIC SPORTS.

St. Joseph's College Swimming Club held their aquatic sports this year at Stonecutters Bay on 29th ult. The times in the different events were poor owing to the choppy sea. The event of the day was the 250 Yards Championship of the College which only three competed for and the winner, J. Tanh, won the event with forty yards to spare from the second boy. On the whole the day's outing was very successful and the St. Josephs enjoyed themselves immensely. The officials were:—President, the Rev. Bro. Director; Judges, Rev. Bros. Cornelius and Austin; Starter, Rev. Bros. Paul and Daphnes; Timekeeper, Rev. Bro. Wilfrid.

The results are as follows:—

50 YARDS FOR BOYS UNDER 12 YEARS OF AGE.

A. Bismann 1
C. Ceron 2
The winner won easily with over 5 yards to spare from the second boy.

100 YARDS FOR BOYS UNDER 15 YEARS OF AGE.

J. Haas 1
R. Baumann 2
Nine boys started for this event, L. Dabao was second, but he was disqualified for fouling, and Baumann was awarded the place.

DIVING LONGEST RECOVERY.

F. Remedios 1
L. Dabao 2
The entries for this event were large and it proved exciting. The winner stayed under water for 35 seconds.

150 YARDS (Open to all ages)

R. Baumann 1
L. Dabao 2
Baumann won easily.

NEAT DIVING.

J. Haas 1
C. Vat 2
200 YARDS (Open)

R. Baumann 1
L. Dabao 2
This event resulted in an easy win for Baumann again.

TUG OF WAR IN WATER—resulted in a draw between Haas and Reyes' team.

SWIMMING IN PAIRS.

A. Baumann 1
L. Dabao 2
F. Silva 3
J. Thyane 4
50 YARDS (Open to beginners).

C. Ceron 1
F. Remedios 2
BLINDFOLDED RACE.

F. Bunji 1
G. Reib 2
350 YARDS Championship of the School.

J. Tanh 1
L. Dabao 2
F. Bunji 3
There were only three entrants for the race which resulted in an easy win for Tanh with 40 yards to spare from the second boy.

CONSOLETION RACE.

C. Eyrin 1
C. Kelsom 2
At the conclusion of the sports the Rev. Bro. Director presented the prizes to the successful winners, after which he spoke a few encouraging words to the boys, and the meeting ended with the usual cheers.

GROUNDING OF THE "TENTO MARU"

News was received in Shanghai yesterday morning, reports the *Shanghai Times* of 28th ult., that the T.K.K. steamer *Tento Maru*, commanded by Capt. E. Egol, on the way from Hongkong and Manila to the United States, was ashore about two miles from Kintomun lightship, in the lower river. It has been learned that when approaching that mark toward bound on Sunday evening, something went wrong with her steering gear, and before this could be sighted or the vessel stopped she ran aground on a mud bank inside the buoy. The position is reported to be completely out of control, as there is very little fear for the vessel's safety, and with an ample supply of lifelines, sent down at once, to take up cargo, and a good tide expected last night, she was to be gotten off easily. The passengers and mail were brought up yesterday morning just before noon by the tug *Albatross*. The steamer was safely floated at high tide yesterday afternoon, and reached Woosung at 4 p.m. (The steamer is apparently undamaged, and will sail tomorrow for America, the tug having the Customs duty of 2 tons.

CLAIM FOR DAMAGES.

A PLAINTIFF WHO WAS SCALDED

BY BOILING WATER.

Before Mr. Justice Hartland, Acting Chief Justice, and a common jury in the Court of Summary Jurisdiction this morning, Joseph William Denton, arraigned on board the *Empress of Japan*, filed a suit against Tsang Hin Ting, steam-launch owner of 9, Shau-ki-wai West, to recover the sum of \$500 as damages for injuries caused to the plaintiff by alleged negligent handling on the 19th March last of defendant's steam-launch *Yee Tai* by defendant's servants. Mr. W. E. L. Shenton, of Messrs. Diacon, Looker and Denton, appeared for the plaintiff and Mr. Eldon Foster, instructed by Mr. F. S. Dixon, from Mr. R. A. Harding's office, was for the defendant.

The jury was as follows:—Messrs. F. Gomes (Foreman), Martin and F. M. X. de Figueiredo. Mr. Shenton stated that the action brought by the plaintiff was one for damages. The injuries complained of consisted of severe poisoning of the right thigh as a result of boiling water falling upon it, which caused the plaintiff to be laid up for five days. At the time plaintiff with others were in a sampan. As the sampan got alongside a pier the defendant's steam-launch was put in motion. Soon after boiling water and steam were emitted from the exhaust pipe and scalded the plaintiff on the face. The facts of the case were that between four and five o'clock on the date in question, the plaintiff's boat was summoned a sampan from the *Empress of Japan*, with the intention of enabling the plaintiff to go over to Hongkong. The sampan got as far as the Harbour Office, but the plaintiff was unable to go ashore, because the defendant's launch was already alongside the pier, and in consequence of the negligence of defendant's servants, injuries were sustained by the plaintiff. The plaintiff was at no time actually on the launch and never attempted to get on board. The boiling water spoken of fell into the sampan and came in contact with defendant's thigh. The question would be raised as to whether or not plaintiff was a trespasser on the launch but he would submit that the plaintiff had never gone on board and had a perfect right to be where he was. His pleading was that the plaintiff's position did not in any way interfere with the ordinary working of the launch. Under ordinary circumstances, and under circumstances of which defendant was deemed to take notice, the launch would go on without boiling water falling out of the exhaust pipe. The plaintiff could not have foreseen that the water would have come out of it at the time it did. He submitted that the launch was not properly worked. The question might be raised that the defendant did not know that the thing was going to happen but he would prove that that was not so, as any engineer would know what was going to happen. As a matter of fact, some of the people on board actually laughed over the occurrence. Those facts being submitted to the jury, the plaintiff was entitled to recover damages on two grounds. The first was when a man had any property in the event of the escape of something from it which was liable to inflict injury, the owner was liable to pay damages irrespective of the question of negligence. The second ground was the ordinary common law of negligence and if his Lordship held that damages were recoverable, he was entitled to a verdict in plaintiff's favour. Evidence having been called, the case was adjourned till ten o'clock to-morrow morning.

THE OPIUM TRADE.

A SWEEPING EDICT.

Peking, Sept. 27. In consequence of the reports of inspectors an Edict has been issued that commands the Consulate to investigate and punish a fugitive the Viceroy and Governors of Chihli, Honan, Shensi, Heilongkiang, Fukien, Kuangsi, Yunnan and Hainan on the grounds that, while suppressing the traffic in and cultivation of opium, they were guilty of carelessness towards smoking and also its suppression. The rewards to Shensi, Chihli and Yunnan officials are cancelled.—*N. C. D. News*

TUKO Lai Chuen a partner of the Wong Man firm of No. 5, Li Sing Street, was brought up before Mr. J. R. Wood, Second Police Magistrate, this afternoon on a charge of the alleged embezzlement of \$500, moneys belonging to the firm. Mr. E. Davidson prosecuted, while the defendant was unrepresented. The case was formally remanded.

A RATHER unaccountable method of catching wild birds was exposed at the Magistrate's this morning when anative was charged by Sergeant Baker with catching street birds on top of telegraph wires by means of two long poles with birdlime spread on the end. The Sergeant found a large number of the victims in a bag in defendant's possession and immediately released them. A fine of \$1 was imposed.

THE shroff of the *Sui An*, who was charged with obtaining the sum of \$4,000 from Messrs. Johnson and Company by means of a forged order purporting to be from Wm. Schmidt and Company, gun and ammunition dealer, was brought up on remand before Mr. R. R. Hallifax at the Magistrate's this afternoon. Detective-Sergeant Grant prosecuted and Mr. P. W. Golding, of Messrs. Goldring, Balfour and Morrell, appeared for the defendant. Further evidence having been called, the defendant was remanded.

It is interesting to note that an attempt to shoot the shore of the ocean was still unknown. As many as 300 shells and shells dangerous to navigation were discovered in 10,000 fathoms of the globe, as reported by the hydrographer of the British Admiralty. Of these were made known by vessels trading on them, 50 were found by British surveying ships, and 250 were reported by Colonial and Foreign Governments. (Previously) reported that they were investigated, and 25 were dropped from the list.

CANTON-KOWLOON RAILWAY.

HISTORICAL SKETCH OF THE UNDERTAKING.

We print below the full text of Mr. E. S. Lindsay's address on the occasion of the opening ceremony of the Kowloon-Canton Railway on Saturday last.

Mr. E. S. Lindsay, Chief Resident Engineer, said:—Your Excellencies, Ladies and Gentlemen.—We are assembled to-day to send forth on its prosperous career the latest chapter of your public Colony. For the past four years the up-bringing and education of the child has been proceeding in the New Territory and although during this period the youngster has not been altogether free from infantile troubles, severe chills from typhoid, a little dyspepsia now and then, and other ills that a young and growing railway is heir to, its sound constitution has pulled it through, and with slivers of steel, it stands before us a promising youngster full of "go," and ready to start on the journey of life. Even the most prosperous careers have their set backs and it is not to be expected that our young friend will have an exception, but his parents and guardians are not hysterically inclined, and as long as it keeps steadily on its way, and refrains from going off the track—even occasionally—there is no reason to doubt that it will even ultimately develop into a regular and profitable business, and amply repay those who have done so much for it. And as in the life of all useful institutions, we will hope that ere long a suitable one will be forthcoming from across the frontier. There may be some in this assembly, who may assert that they travel the fastest, who travel alone, but I would remind them that it is equally true that they who travel in, travel light—and that in this case utility means strength in bearing each other's burdens, and the prosperity of the country which union represents. To the year 1888 the British and Chinese Corporation obtained a concession for the construction of a railway between Canton and Kowloon. Much delay ensued in securing the Chinese Section and it was not till 1895 that circumstances justified the commencement of the construction of the British Section. After protracted negotiations the agreement for the Chinese Section was signed by the British and Chinese Corporation on the 7th March, 1897, and shortly after the construction of that Section also was commenced. A good deal has been said and done about the cost of the railway—railways like this one which are intended for the development of a district usually do cost a good deal, and until that development is accomplished, the traffic must necessarily be slight. The original intention is likely to be lost sight of, when, after a railway is finished, traffic sufficient to pay for the interest on its cost is not immediately forthcoming. In order to give you some sort of idea as to whether the cost has been excessive or not it will be well to have a brief and general description of what the enterprise really comprises. The length of the railway is 21 miles between the Buffer Stop at Kowloon and the Bridge over the River at Lou River at Lou. At this end there is a Recreation area in a strip extending between the Deep Sea Frontage known as Blackhead, the purchase of which is also included in the capital cost of the Railway and the new Gloucester Road at Lung Hom. Along the frontage of this there will be room for three Deep Sea Berths where ships can come alongside jetties. The Railway has had to provide for extensions of Public Works which the growing nature of Kowloon and Lung Hom and Yau Ma Tei demand. For 15 miles the railway runs through deep cuttings and on high banks where no other route was practically possible and above all 4 miles of the alignment is in tunnel, an abnormally high proportion. In addition to this the capital account has had to bear the cost of the construction, the heavy charges and loss of exchange which together amount to close on \$300,000. The cost of tunnelling has been very moderate and of this there can be no sort of question. The cost of the reclamation works out to about 50 cents a square foot and compares well with the prices we have had to pay for land adjacent. The rates for earthwork and concrete are distinctly reasonable and the rolling stock has been supplied at a low tender. Taking then the cost of the entire, rise when it is finished at \$3,000,000, let us first deduct therefrom the cost of that portion of the reclamation which does not form part of the Railway proper about \$600,000 (I am speaking in general terms). The cost of the deep sea berth at Blackhead is about \$600,000. The cost of the tunnels \$1,700,000. The proportion of interest and home charges due to the above \$550,000 and with about \$50,000 for a few other items, we get a sum of about \$2,500,000 to be subtracted from \$3,000,000 which gives \$500,000 as the cost of the railway of unimproved railway inclusive of workshops and equipment. Now if you were to add another \$1,000,000 to this amount you could convert the Kowloon-Canton Railway into a double line along these 21 miles and the cost thereof would be about \$3,500,000 per mile as a double line of Railway of a very heavy nature. If however you prefer to judge it as a single line and to make a due allowance of \$1,500,000 say 25 per cent because all the cuttings and mounds of the banks and nearly all the bridges have been built for a double line you will get the cost of the single line of railway at \$2,000,000 or \$100,000 per mile and I have little to the contrary to judge whether this figure compares favourably with the cost of similar work elsewhere. For my part I am sure it does. Too much of your time has been taken up and I will therefore refrain from worrying you with any more figures or figures of speech. (Applause.)

MR. O. C. HAMMERTON, of New York, announced his intention to begin and complete within a year the erection of an opera house seating 1,000 on a site in Kew Gardens, London.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 12th September, 1910. Present:—Messrs. W. Kruse (Chairman), J. S. Fenwick, C. Lee, J. Macarioni, L. J. Thomas, K. Taurasabara, the Secretary and the Audit Secretary.

The minutes of the last meeting are read and confirmed.

The Secretary reports the arrival on the 8th inst. of Mr. A. G. Peacy, Asst. to the Secretary and Capt. Supt. of Police.

Mr. K. Noda, the assistant well borer from Tamsui, is present, and reports that he is of opinion that artesian wells can be successfully sunk on the Island. It is decided to bring the matter to the notice of the ratepayers at the next annual meeting.

The Capt. Supt. reports the circumstances under which a Chinese was rescued from a poisonous well at Urambe, on the 5th inst., by Messrs. Meyer-Johansen and Carstensen of the Great Northern Telegraph Company, and the Secretary is directed to convey to these gentlemen the Council's thanks, and appreciation of their conduct, and especially to commend the bravery shown by Mr. Meyer-Johansen in twice descending the well, on the second occasion, being overcome by the fumes.

It is decided to refer to the Consular Body for the approval of a circular regarding the prohibition of quarrying which the Council proposes to issue to all quarry owners and persons engaged in cutting or quarrying rock or stone within the settlement.

The Capt. Supt. reports that the following cases have been dealt with at the Mixed Court since the last meeting:—Summons: Encroaching 2, Debt 2, Failing to obey the Magistrate's order 1. Summary Arraignment: Assault 4, Theft 2, Illegally having opium in his possession 1, Drunk and creating a disturbance 1, Looting property from a wrecked junk 2.

By order,
G. Berkeley Mitchell,
Secretary.

(Signed), W. K. Uss,
Chairman.

THE DRUG HABIT.

RAVAGES AMONG THE POOR.

For over twelve years I have lived in a hell of my own making, realizing fully I was ruining my health, and knowing that the drug destroys one's better part—the soul. Yet, knowing all that, I have gone on, may, been driven on, Time and time again have I tried to cure myself and have failed.

In these few sentences is epitomised a pitiful story preliminary to an appeal for help. There is no need to enlarge upon the case—unhappily one of many—that of a refined and educated woman who has become a victim to the drug habit.

The "working class," as they are known, how do drugs enter their life? That was the problem I set out to solve to make this series of articles more complete. A day in the East End and the South-Eastern district, supplied a sufficient answer. Whilst the West End has its morphia pits in scores, the drug being secretly in its hands and expensive to obtain, amongst the poorer classes the habit of taking laudanum and chlorodyne, I found, was most extensive; but less vicious.

Inquiries made at various chemists show that in the East End, particularly the use of laudanum and chlorodyne in the first instance is minor or less of an innocent character. It is taken to relieve some dire physical pain, usually in prescribed doses. This action of the drugs is efficacious, but the insidious effect makes itself felt. On the return of the slightest pain, recourse is had to either drug, and in time the patient cannot do without it.

A qualified chemist told me that the habit of drug-taking was most prevalent amongst the poorer classes. "I have been asked to supply chlorodyne and laudanum," he said "without prescription. In those cases we are always careful, and caution the buyer. Others come in with a proper prescription, duly signed, which we make up. If the purchaser is a victim to the habit, he or she can easily go to three or four chemists in the day to get the quantity required to satisfy the craving. A prescription might also be made up to be filled as required, as is often done, and this saves the trouble of calling on other dispensers."

THE CHEMIST'S BUSINESS.

"Where we see a person in the way of falling into the habit of laudanum-taking, or of becoming a chlorodyne victim—and we can easily tell by external appearance—we give a word of warning and in some cases refuse absolutely to supply the drug. We have to safeguard our business though in every case we cannot guarantee this."

I have seen correspondence addressed to one who has taken this matter up seriously, which reveals the fact that the evil of drug-taking amongst the middle and lower classes is more widespread than is imagined. Age counts nothing in this matter; there is on record an instance of one who is nearly ninety years old asking how relief from the cramps might be obtained, and delving through the piles of cases one comes to a particular instance of where a girl of twelve or thirteen has tried to seek her way out of the mesh.

An authority to whom I went for information produced within five minutes a score of cases—most heart-rending letters to read—which were on a par with the case quoted at the head of this article. What tragedy can be read into admission of this kind made by one that morphia had been "objected twice a day for six years, and again, where people of seventy and eighty years old pitifully appeal for help, having no means of their own to combat the deadly habit in the closing years of their life!

All through my investigations I have been impressed by the fact that those who have been driven to take "pain curatives" have most frequently fallen into the drug habit.

CROWN LAND SALE.

THREE LOTS NO. D.

Three lots of Crown land were sold by public auction, at the P.W.D. this afternoon. The first was L. No. 1858 at Kad' U' Fong and contains 9,375 square feet. It was sold for \$3,400, being \$100 above the upset price. The purchasers were Messrs. Lum' Wo, Li' Wing Fong and Chan Shin Pak.

A plot of land measuring 2,880 square feet and bearing an annual Crown rent of \$16 at Shaukiwan was sold to Mr. Chak Yik Tong for \$4,035, who was unopposed in the bidding.

Mr. Wm. Barker bought an area of 4,800 square feet under a rural building lease for \$450. The land is situated at Chai Wan Bay.

CIVIL SERVICE CRICKET CLUB.

ANNUAL SPORTS MEETING.

The Civil Service Cricket Club held their annual sports meeting on Saturday afternoon at Happy Valley. The grounds and the Club house were tastefully decorated with flags and bunting, and due to Messrs. West and Parkinson for the pains they took in completing the pretty and effective arrangement. The Band of the Buffs, under Bandmaster Hewitt played selections of music during the afternoon. The most interesting event was the "Throwing at Coconuts." This event caused a good deal of excitement to the spectators. The ladies had to stand at a given point and aim at coconuts some distance away. Mrs. Duncan and Mrs. Woolley had to throw four times, before the former won the prize.

The following were the Sports Committee:—Referees: Messrs. F. Fisher, T. J. Macaulay and W. H. Woolley. Prize: Messrs. F. Howell, L. A. Wood and G. Bond. Decorations: Messrs. S. West and C. H. Parkinson. Stewards: Messrs. J. Quinn and J. M. Irving. Judges: Messrs. Withers and M. Baker. General Committee: Messrs. A. G. Peacy, A. Blower, J. McEwen, W. Galt, E. W. Dawson, W. Higby, H. Ellis, J. McLeod, W. Fisher, Thornhill and L. E. Brett. Secretaries: Messrs. J. McKay and F. Howell.

The results of the different events are as follows:—BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley. GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley. LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod. 100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs. GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley. LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod. THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington. BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod. GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod. VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer. THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung. CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill. EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers. At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

The results of the different events are as follows:—

BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley.

GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley.

LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod.

100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs.

GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley.

LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington.

BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod.

GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer.

THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung.

CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill.

EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

The results of the different events are as follows:—

BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley.

GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley.

LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod.

100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs.

GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley.

LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington.

BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod.

GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer.

THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung.

CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill.

EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

The results of the different events are as follows:—

BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley.

GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley.

LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod.

100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs.

GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley.

LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington.

BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod.

GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer.

THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung.

CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill.

EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

The results of the different events are as follows:—

BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley.

GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley.

LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod.

100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs.

GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley.

LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington.

BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod.

GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer.

THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung.

CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill.

EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

The results of the different events are as follows:—

BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley.

GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley.

LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod.

100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs.

GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley.

LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington.

BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod.

GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer.

THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung.

CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill.

EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers.

At the conclusion of the sports Mrs. J. M. Atkinson presented the prizes to the successful winners, and the meeting ended with the usual cheers.

The results of the different events are as follows:—

BOYS' FLAT RACE (handicap, over 9 years); J. O. H. Blake; J. W. R. Wilkinson; J. W. Woolley.

GIRLS' FLAT RACE (handicap, over 9 years); J. Mabel Cotton; J. Sarah Cotton; J. Gladys Woolley.

LADIES' EGG AND SPOON RACE: J. Mrs. Pile; J. Mrs. Woolley; J. Mrs. McLeod.

100 YARDS FLAT RACE: J. Mr. Bacon; J. Mr. Gibson; J. Mr. Budge. Time—15/5 secs.

GIRLS' FLAT RACE (handicap, under 9 years); J. May Fischer; J. Eddie Mackay; J. Eva Woolley.

LADIES' NOMINATION RACE (30 yards); J. Mr. Duncan, nominated by Mrs. Brett; J. Mr. Pile nominated by Mrs. Dawson; J. Mr. Ellis, nominated by Mrs. McLeod.

THREE-LEGGED RACE: J. Bond and Bard; J. Duncan and Gibson; J. Mackay and Millington.

BOYS' FLAT RACE (handicap, under 9 years); J. Ted Fischer; J. Joe Cotton; J. W. McLeod.

GIRLS' SKIPPING RACE: J. Mabel Cotton; J. Gladys Woolley; J. Eddie McLeod.

VETERANS' FLAT RACE (41 years of age and over, handicap); J. C. H. Parkinson; J. I. Wheel; J. W. Fischer.

THROUING AT COCONUTS (Ladies only); J. Mrs. Duncan; J. Mrs. Woolley; J. Miss Mao Fung.

CHILDREN'S RACE (handicap, under 12 years); J. Tom Pile; J. Margaret Woolley; J. Josie Thornhill.

EGG AND SPOON RACE (Married & Single teams); J. The married men: Baker; J. Mr. Irving; J. Mr. Withers.

To-day's Advertisements.

G. MAGISTRACY.
No. S. 118.

NOTICE is hereby given that a MEETING of the LICENSING BOARD will be held in the Council Chamber on WEDNESDAY, the 2nd day of November, 1910, at 2.15 P.M. for the purpose of considering applications for Licences for the year 1910-1911 under the Liquor Licences Ordinance, 1898-1900.

Forms of applications may be obtained at this office. All applications must be forwarded to this office on or before Friday, the 14th day of October, 1910, and must be accompanied by a deposit of Three Dollars.

Applications for transfers or new licences and persons objecting to such applications must appear in person.

G. A. WOODCOCK,
Secretary to the Licensing Board.
Hongkong, 27th September, 1910. [64]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUTSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 4th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 3rd October, 1910. [6]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUB CANAL.

(With Liberty to Call at Malaya Canal.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK: S.S. "MUNCASTER CASTLE" { On about 8th Oct. For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents. Hongkong, 3rd October 1910. [60]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, DUNKIRK AND ANTWERP.

THE Steamship "GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as above about 13th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 3rd October, 1910. [642]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAYING 1 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 15TH.	"ALLAN LINE" FRIDAY, NOV. 11TH.
"MONTAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTAGLE" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bunk in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line after from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 64s.
Via New York 65s.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDUCK, General Traffic Agent,
Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 4th Oct, Noon.
MANILA	"YUENSANG"	FRIDAY, 7th Oct, 4 P.M.
SINGAPORE, PENANG & CALUTTA, NAMSANG	"YUENSANG"	SATURDAY, 8th Oct, Noon.
SANDAKAN	"MAUSANG"	MONDAY, 10th Oct, Noon.
TIENSIN	"CHEONGSHING"	MONDAY, 10th Oct, Noon.
MANILA	"LOONGSANG"	FRIDAY, 14th Oct, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers "Kutsumi," "Matsuyama" and "Fuchang" leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Fuchang to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choochow, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Koda, Lahad, Davao, Singapore, Tawau, Urakan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,** General Managers.
Telephone No. 215.
Hongkong, 3rd October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"FAMING"	4th Oct, 4 P.M.
HONGKONG & HAIKONG	"SINGAN"	6th Oct, Noon.
SHANGHAI	"CHIHUA"	6th Oct, 3 P.M.
TSINGTAU & NEWCHOW	"YALONG"	6th Oct, 4 P.M.
CHONGKING & TIENSIN	"HONGKONG"	6th Oct, 4 P.M.
SHANGHAI	"ANHUI"	6th Oct, 4 P.M.
ILIOLO & ORBU	"BUNGEIANG"	11th Oct, 4 P.M.
MANILA	"TRAM"	11th Oct, 4 P.M.
ILIOLO & ORBU	"KAIPO"	11th Oct, 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Lintan, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers will passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.
For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** AGENTS.
Telephone No. 16.
Hongkong, 3rd October, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonn.	Captain	For	Sailing Dates
RUBI	2500	R. Rodger	MANILA	SATURDAY, 8th Oct, at Noon
LAURO	2500	A. Fraser	"	SATURDAY, 15th Oct, at Noon

For Freight or Passage, apply to **SEEWAN TOMES & CO.** GENERAL MANAGERS.
Telephone No. 101.
Hongkong, 3rd October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO.	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 5th Oct, at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKO.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 2nd Nov, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOCHOW	"BOJUN MARU" Capt. S. Yamino	FRIDAY, at Noon, 7th Oct.
TAMU via SWATOW and AMOY	"DAIOI MARU" Capt. H. Muiyama	SUNDAY, at 10 A.M., 9th Oct.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BOJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, 3rd October, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	IMO MARU, Capt. R. Takaki, Tons 7000 HIRANO MARU, Capt. H. Fraser, Tons 9000 TAIGO MARU, Capt. A. Christensen, Tons 8000	WEDNESDAY, 12th Oct, at Daylight. WEDNESDAY, 26th Oct, at Daylight. WEDNESDAY, 9th Nov, at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hironaka, Tons 7000	SATURDAY, 5th Nov, From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kawara, Tons 7000 TAMBA MARU, Capt. K. Saito, Tons 7000	TUESDAY, 11th Oct, at Noon. TUESDAY, 11th Nov, at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HIKOKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 25th Oct, at Noon. FRIDAY, 25th Nov, at Noon.
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU, Capt. A. Mocker, Tons 7000	TUESDAY, 4th October, at Noon.
SHANGHAI, MOJI & KOBE	ROMBYA MARU, Capt. Teranaka, Tons 5000	SUNDAY, 2nd October, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 16th Oct, at Noon.
KOBE and YOKOHAMA	KANO MARU, Capt. F. L. Sommer, Tons 9000	THURSDAY, 13th Oct, at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Calling at Saigon.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents.

Osaka's Building, Hongkong, 27th September, 1910.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tonn.	Leave Hongkong	RATES OF PASSAGE.
MIYASAKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single, Y550
IVO	9,000	15th March	2nd class Single, 350
HIRANO	9,000	29th March	3rd class Single, 250
TAMBO	9,000	12th April	Old Steamer, 1st class Single, 450
KANO	9,000	26th April	2nd class Single, 350
AKI	9,000	10th May	3rd class Single, 250
MIYASAKI	9,000	24th May	1st class Single, 450

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers. Tonn. Leave Hongkong. RATES OF PASSAGE.

AWA MARU, 7,000, 28th Feb. To Pacific Coast Common Points. 1st class Single, 450.

INABA, 7,000, 18th March. To London via New York 1st, 2nd, 3rd class Single, 450, 350, 250.

TAMBA, 7,000, 15th April. To London via New York 1st, 2nd, 3rd class Single, 450, 350, 250.

AWA, 7,000, 29th May. To London via New York 1st, 2nd, 3rd class Single, 450, 350, 250.

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply to T. KUSUMOTO, General Agent.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK. S.S. "MUNCASTER CASTLE" On Saturday, 15th Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 1st September, 1910. (61)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN," Captain McArthur, will be despatched as above on SATURDAY, the 10th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th September, 1910. (61a)

SOCIETA ANONIMA NAZIONALE DA SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BAKELONG, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISOLIA," Captain Belitto, will be despatched as above on WEDNESDAY, the 12th October, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th September, 1910. (61b)

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship "INDRAWADI," Captain W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 10th September, 1910. (60b)

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

VICTORIA, VANCOUVER AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tonn. Captain. On or about

Kamuro, 6,219, G. B. McGill, 19th Oct.

America, 4,503, J. Boyd, 20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & CO., LIMITED, General Agents.

Osaka's Building, Hongkong, 27th September, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

S.S. "INDRAVELLIS" On Saturday, 15th Oct.

For Freight and further information, apply to SEEWAN TOMES & CO., General Agents.

Hongkong, 1st September, 1910. (61c)

Consignee.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "REHARDEK."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the warehouse and are not to be taken into the warehouse until they are taken out by the consignee.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 15th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Oct. of that month and be accepted.

All broken cases and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Oct. at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th September, 1910. (61)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAY."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at 444/222 in the Hongkong and Kowloon Wharf, and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London and Gothenburg, &c., to S. Africa and Socotra.

From Australia, &c., to S. Africa.

From Persian Gulf, &c., to S. Africa.

Optional Goods will be landed here under instructions given to the contrary within 6 hours.

Goods not cleared by the 4th Oct. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by one in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 25th September, 1910.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise. Loans made on the Provident System.

(Rates and Particulars on Application.)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Underwritten and Assisted. SHEWAN TOMES & CO., General Managers.

Hongkong, 10th March, 1907.

THERAPION MAY NOW ALSO BE OBTAINED DRUGS (TASTEFUL) FORM.

SELF CURE NO FORTIONS MARVEL UPON MARVELS.

NO SUFFERER NEED NO DESPAIR.

Let us send you a doctor's bill or list of bills, and you will find that the cost of the medicine is not more than the cost of the doctor's bill.

THE NEW FARMACY.

A complete range of medicines, and a department of medical science, which have been prepared to health and happiness who for years have been suffering from a miserable malady.

THERAPION No. 1—The Sovereign Remedy for all diseases of the blood and skin, and the foundation of stricture and other ailments.

THERAPION No. 2

ROBBER ESTATE RETURNS.

	July	August	Total
Allagar	3,120	3,650	6,770
Aloy Pongau	2,130	2,370	4,500
Alma	850	1,000	1,850
Anglo Malay	5,627	5,664	11,291
Ayer Kuning	195	195	390
Ayer Molek	2,013	1,810	3,823
Ayer Panas	880	1,000	1,880
Balagowit	8,757	8,000	16,757
Batak Rabi	1,135	1,100	2,235
Bateng	2,700	3,400	6,100
Batu Caves	17,458	17,355	34,813
Batu Tiga	4,462	8,315	12,777
Beriam	9,735	12,000	21,735
Bikam	2,051	2,500	4,551
Birch	1,158	1,100	2,258
Bukit Kajang	1,173	1,100	2,273
Bukit Rajah	30,400	30,400	60,800
Bukit Lintang	3,800	4,000	7,800
Bukit Timah	621	813	1,434
Bukit B.	359	359	718
Carey United	12,000	12,350	24,350
Cassfield	3,100	3,100	6,200
Changkat Serdang	3,051	3,851	6,902
Changkat Sialak	1,100	1,500	2,600
Cicely	16,000	16,000	32,000
Consolidated Malay	23,401	23,000	46,401
Caledonia	268	268	536
Chumor	2,212	2,100	4,312
Choromona	2,212	2,100	4,312
Damansara	13,374	13,374	26,748
Edinburgh	6,500	6,500	13,000
Federated (Selangor)	60,317	60,317	120,634
F.M.S. Rubber	31,770	31,000	62,770
Gedong	21,000	21,000	42,000
Geleary	17,335	17,335	34,670
Glenish	4,892	4,892	9,784
Golden Hope	5,114	10,772	15,886
Golconda	70,137	70,137	140,274
Gula Kalumpoor	10,000	10,000	20,000
Hal Kee	599	1,283	1,882
Harpender	11,013	11,013	22,026
Haytor	349	618	967
Heawood	1,100	1,100	2,200
Highb. & Lowlands	39,265	39,847	79,112
Inda Kenneth	1,100	10,511	11,611
Indragiri	824	861	1,685
Jimb	100	100	200
Jugra	1,758	47,954	49,712
Jehong	8,210	10,172	18,382
Kapar Para	61,473	61,473	122,946
Kampuloy	7,035	8,780	15,815
Kempsey	15,097	15,097	30,194
Kempsey	15,097	15,097	30,194
Klebang	156	231	387
Kota Tinggi	10	10	20
Kuala Klang	10,915	10,915	21,830
Kurau	2,640	3,001	5,641
Kurau Kub. Est.	3,100	3,100	6,200
Kuala Lumpur	48,130	47,180	95,310
Laba	15,616	15,616	31,232
Landron	36,913	31,000	67,913
Lodbury	9,844	10,338	20,182
Lingit	71,000	73,500	144,500
London Asiatic	16,015	17,015	33,030
Malaka Plant	331	331	662
Malacca Plant	22,500	27,000	49,500
Merion	1,093	1,200	2,293
New Serendah	415	605	1,020
New Singapore	60	160	220
North Humcock	18,891	18,891	37,782
Nova Scotia	14,075	16,300	30,375
Pajam	3,250	3,100	6,350
Patallong	27,428	28,000	55,428
Pegoh	3,320	3,810	7,130
Pengkalan Durian	958	835	1,793
Perak Plant	785	4,244	5,029
Port Dickson	1,017	1,017	2,034
Radella	597	517	1,114
Rembia	543	543	1,086
Ribu Rubber	5,437	5,797	11,234
Rubana	16,500	17,500	34,000
Ratunul	1,850	1,850	3,700
River Growers Assn.	3,507	3,010	6,517
St. Helena	105	105	210
Songat	7,031	7,700	14,731
Selaba	6,750	7,665	14,415
Sungei Choh	4,830	4,830	9,660
Sungei Kapar	100,600	100,600	201,200
Sandycroft	9,311	9,301	18,612
Seaford	74,506	74,506	149,012
Selangor	101,541	101,541	203,082
Seremban	18,075	14,538	32,613
Sembawang	535	806	1,341
Semawong	6,150	6,646	12,796
Shelford	10,500	11,000	21,500
Singapore	11,780	8,535	20,315
Singapore Para	5,400	5,000	10,400
Straits Rubber	146,180	146,180	292,360
Sungei Salak	2,858	3,700	6,558
Sungei Way	7,963	3,781	11,744
Tambak	954	1,174	2,128
Tanjong Malim	1,150	1,150	2,300
Teluk Anson	680	700	1,380
Tell Ayer	13,500	13,300	26,800
Trasak	374	275	649
Trimalaya	5,064	5,000	10,064
Trong	2,160	2,160	4,320
Ulu Paudan	475	445	920
United Singapore	1,045	8,435	9,480
United Samatra	3,710	4,630	8,340
Vallambra	812,737	812,737	1,625,474

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/9 1/16
Do. demand	1/9 1/16
Do. 4 months sight	1/9 1/16
Do. 6 months sight	1/9 1/16
Do. 12 months sight	1/9 1/16
Do. 18 months sight	1/9 1/16
Do. 24 months sight	1/9 1/16
Do. 30 months sight	1/9 1/16
Do. 36 months sight	1/9 1/16
Do. 42 months sight	1/9 1/16
Do. 48 months sight	1/9 1/16
Do. 54 months sight	1/9 1/16
Do. 60 months sight	1/9 1/16
Do. 66 months sight	1/9 1/16
Do. 72 months sight	1/9 1/16
Do. 78 months sight	1/9 1/16
Do. 84 months sight	1/9 1/16
Do. 90 months sight	1/9 1/16
Do. 96 months sight	1/9 1/16
Do. 102 months sight	1/9 1/16
Do. 108 months sight	1/9 1/16
Do. 114 months sight	1/9 1/16
Do. 120 months sight	1/9 1/16
Do. 126 months sight	1/9 1/16
Do. 132 months sight	1/9 1/16
Do. 138 months sight	1/9 1/16
Do. 144 months sight	1/9 1/16
Do. 150 months sight	1/9 1/16
Do. 156 months sight	1/9 1/16
Do. 162 months sight	1/9 1/16
Do. 168 months sight	1/9 1/16
Do. 174 months sight	1/9 1/16
Do. 180 months sight	1/9 1/16
Do. 186 months sight	1/9 1/16
Do. 192 months sight	1/9 1/16
Do. 198 months sight	1/9 1/16
Do. 204 months sight	1/9 1/16
Do. 210 months sight	1/9 1/16
Do. 216 months sight	1/9 1/16
Do. 222 months sight	1/9 1/16
Do. 228 months sight	1/9 1/16
Do. 234 months sight	1/9 1/16
Do. 240 months sight	1/9 1/16
Do. 246 months sight	1/9 1/16
Do. 252 months sight	1/9 1/16
Do. 258 months sight	1/9 1/16
Do. 264 months sight	1/9 1/16
Do. 270 months sight	1/9 1/16
Do. 276 months sight	1/9 1/16
Do. 282 months sight	1/9 1/16
Do. 288 months sight	1/9 1/16
Do. 294 months sight	1/9 1/16
Do. 300 months sight	1/9 1/16
Do. 306 months sight	1/9 1/16
Do. 312 months sight	1/9 1/16
Do. 318 months sight	1/9 1/16
Do. 324 months sight	1/9 1/16
Do. 330 months sight	1/9 1/16
Do. 336 months sight	1/9 1/16
Do. 342 months sight	1/9 1/16
Do. 348 months sight	1/9 1/16
Do. 354 months sight	1/9 1/16
Do. 360 months sight	1/9 1/16
Do. 366 months sight	1/9 1/16
Do. 372 months sight	1/9 1/16
Do. 378 months sight	1/9 1/16
Do. 384 months sight	1/9 1/16
Do. 390 months sight	1/9 1/16
Do. 396 months sight	1/9 1/16
Do. 402 months sight	1/9 1/16
Do. 408 months sight	1/9 1/16
Do. 414 months sight	1/9 1/16
Do. 420 months sight	1/9 1/16
Do. 426 months sight	1/9 1/16
Do. 432 months sight	1/9 1/16
Do. 438 months sight	1/9 1/16
Do. 444 months sight	1/9 1/16
Do. 450 months sight	1/9 1/16
Do. 456 months sight	1/9 1/16
Do. 462 months sight	1/9 1/16
Do. 468 months sight	1/9 1/16
Do. 474 months sight	1/9 1/16
Do. 480 months sight	1/9 1/16
Do. 486 months sight	1/9 1/16
Do. 492 months sight	1/9 1/16
Do. 498 months sight	1/9 1/16
Do. 504 months sight	1/9 1/16
Do. 510 months sight	1/9 1/16
Do. 516 months sight	1/9 1/16
Do. 522 months sight	1/9 1/16
Do. 528 months sight	1/9 1/16
Do. 534 months sight	1/9 1/16
Do. 540 months sight	1/9 1/16
Do. 546 months sight	1/9 1/16
Do. 552 months sight	1/9 1/16
Do. 558 months sight	1/9 1/16
Do. 564 months sight	1/9 1/16
Do. 570 months sight	1/9 1/16
Do. 576 months sight	1/9 1/16
Do. 582 months sight	1/9 1/16
Do. 588 months sight	1/9 1/16
Do. 594 months sight	1/9 1/16
Do. 600 months sight	1/9 1/16
Do. 606 months sight	1/9 1/16
Do. 612 months sight	1/9 1/16
Do. 618 months sight	1/9 1/16
Do. 624 months sight	1/9 1/16
Do. 630 months sight	1/9 1/16
Do. 636 months sight	1/9 1/16
Do. 642 months sight	1/9 1/16
Do. 648 months sight	1/9 1/16
Do. 654 months sight	1/9 1/16
Do. 660 months sight	1/9 1/16
Do. 666 months sight	1/9 1/16
Do. 672 months sight	1/9 1/16
Do. 678 months sight	1/9 1/16
Do. 684 months sight	1/9 1/16
Do. 690 months sight	1/9 1/16
Do. 696 months sight	1/9 1/16
Do. 702 months sight	1/9 1/16
Do. 708 months sight	1/9 1/16
Do. 714 months sight	1/9 1/16
Do. 720 months sight	1/9 1/16
Do. 726 months sight	1/9 1/16
Do. 732 months sight	1/9 1/16
Do. 738 months sight	1/9 1/16
Do. 744 months sight	1/9 1/16
Do. 750 months sight	1/9 1/16
Do. 756 months sight	1/9 1/16
Do. 762 months sight	1/9 1/16
Do. 768 months sight	1/9 1/16
Do. 774 months sight	1/9 1/16
Do. 780 months sight	1/9 1/16
Do. 786 months sight	1/9 1/16
Do. 792 months sight	1/9 1/16
Do. 798 months sight	1/9 1/16
Do. 804 months sight	1/9 1/16
Do. 810 months sight	1/9 1/16
Do. 816 months sight	1/9 1/16
Do. 822 months sight	1/9 1/16
Do. 828 months sight	1/9 1/16
Do. 834 months sight	1/9 1/16
Do. 840 months sight	1/9 1/16
Do. 846 months sight	1/9 1/16
Do. 852 months sight	1/9 1/16
Do. 858 months sight	1/9 1/16
Do. 864 months sight	1/9 1/16
Do. 870 months sight	1/9 1/16
Do. 876 months sight	1/9 1/16
Do. 882 months sight	1/9 1/16
Do. 888 months sight	1/9 1/16
Do. 894 months sight	1/9 1/16
Do. 900 months sight	1/9 1/16
Do. 906 months sight	1/9 1/16
Do. 912 months sight	1/9 1/16
Do. 918 months sight	1/9 1/16
Do. 924 months sight	1/9 1/16
Do. 930 months sight	1/9 1/16
Do. 936 months sight	1/9 1/16
Do. 942 months sight	1/9 1/16
Do. 948 months sight	1/9 1/16
Do. 954 months sight	1/9 1/16
Do. 960 months sight	1/9 1/16
Do. 966 months sight	1/9 1/16
Do. 972 months sight	1/9 1/16
Do. 978 months sight	1/9 1/16
Do. 984 months sight	1/9 1/16
Do. 990 months sight	1/9 1/16
Do. 996 months sight	1/9 1/16
Do. 1000 months sight	1/9 1/16

SHIPPING AND MAILES

MAILED DUE.
German (*Derfflinger*) 4th inst.
American (*Nippon Maru*) 4th inst.
German (*Yorck*) 4th inst.
Indian (*Amoy*) 4th inst.
American (*China*) 4th inst.
Canadian (*Empress of China*) 4th inst.
American (*Manchuria*) 4th inst.

The T. K. K. s. *Nippon Maru* will be due at this port on 4th inst., between 8 a.m. and 10 a.m.
The P. M. S. s. *Asia* which left Hongkong on 3rd inst., arrived at San Francisco on 1st inst.
The Imperial German Mail s.s. *Derfflinger*, left Shanghai on 4th inst., at 8 a.m., and may be expected here on 4th inst., at 1 p.m.
The Imperial German Mail s.s. *Yorck* carrying the German Mails with dates from Berlin of the 8th ult., left Singapore on 1st inst., at 6 a.m., and may be expected here on 5th inst., p.m.

Shipping

ARRIVALS.
Druhar Nor s.s., A. Anousen, 30th Sept.
Bangkok 23rd Sept., Gen.-C. S. N. Co.
Yushun, Chi s.s., 107, Westland, 1st Oct.
Chenglo 2nd Tientsin 25th Sept., Gen.-C. M. N. Co.
Chinlung, Br. s.s., 130, A. S. Harris, 2nd Oct.
Shanghai 19th Sept., Gen.-B. & S.
Haiyang, Br. s.s., 130, A. S. Harris, 2nd Oct.
Amoy and Fochow 1st Oct., Gen.-D. L. & Co.
Hakata Maru, Jap. s.s., 389, A. Mocker, 2nd Oct.
Moji 27th Sept., Match, Beer, Yam and Gen.-N. Y. K.
Kutchow, Br. s.s., 177, E. Forsyth, 2nd Oct.
Tientsin via Wei-hai-wei and Swatow 23rd Sept., Gen.-B. & S.
Kantsang, Br. s.s., 310, R. C. D. Bradley, 2nd Oct.
Calcutta, 10th Sept., Gen.-B. & S.
Singapore 24th Sept., Gen.-B. & S.
Tamlag, Br. s.s., 115, G. Pennell, 2nd Oct.
Cebu and Iloilo 27th Sept., Hemp.-B. & S.
Inaba Maru, Jap. s.s., 387, K. Kawara, 2nd Oct.
Shanghai 29th Sept., Coal Mide and Flour.-N. Y. K.
River Clyde, Br. s.s., 151, John Kerr, 2nd Oct.
Newcastle 9th Sept., Coal.-D. & Co.
Niochew, Br. s.s., 585, H. L. Allen, 2nd Oct.
British Columbia via Japan 17th Sept., Gen.-B. & S.
Rinj Maru, Jap. s.s., 207, K. Tsumura, 2nd Oct.
Japan 17th Sept., Coal.-M. B. K.
Eastern, Br. s.s., 312, W. G. McArthur, 3rd Oct.
Kobu 28th Sept., Gen.-G. L. & Co.
Montrose, Br. s.s., 284, Liegg, 3rd Oct.
Callan 22nd Aug., Ballast.-D. & Co.
Tjimbah, Dut. s.s., 200, J. N. Nouman, 3rd Oct.
Batavia 21st Sept., Ballast.-J. O. J. L.
Bombay Maru, Jap. s.s., 454, J. Taranaka, 3rd Oct.
Singapore via Colombo and Bombay 21st Sept., Gen.-B. & S.
Kwangshai, Chi. s.s., 453, Robinson, 3rd Oct.
Shanghai 30th Sept., Gen.-O. M. S. N. Co.
Titan, Br. s.s., 517, H. Evans, 2nd Oct.
Manila 10th Sept., Gen.-B. & S.
Mansang, Br. s.s., 164, G. S. Welgall, 3rd Oct.
Sundakan 24th Sept., Timber.-J. M. & Co.
Perth Maru, Br. s.s., 48, C. F. Lockstone, 3rd Oct.
London 20th Aug., Gen.-P. & O. S. N. Co.

Clearances at the Harbour Office.
Kanaka Maru, for Wakamatsu.
Quinta, for Canton.
Suncho, for Kwang-chow-wan.
Bombay Maru, for Shanghai.
Dualon, for Singapore.
Durand, for Saigon.
A. Agard, for Singapore.
Nanchang, for Canton.
Chihua, for Canton.
Kuangshai, for Canton.

Departures.
Oct. 2.
Hudson, for Chingkiang.
Hudson, for Swatow.
Dafin Maru, for Tamsui.
Amiral Exaltado, for Yokohama.
Maria Pichon, for Kobe.
Lin, for Shanghai.
Myer, for Singapore.
Lyndal, for Hong

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to show latest alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$15,000,000	\$1,019 3/4	4 1/2 for first half year ending 30.6.10 @ ex 1/10 = \$12.45	5 % \$127
National Bank of China, Limited	99,925	27	26	£4,000 \$40,000	\$10.552	\$2 (London 1/10) for 1909	5 1/2 % \$78 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$15,000,000	none	\$10 for 1909	5 1/2 % \$190 buyers
North China Insurance Company, Limited	10,000	2 1/2	2 1/2	£1,144,800 \$11,448,000	Tls. 207,575	Final of 7/6 making 15/- for 1908	5 % Tls. 215
Union Insurance Society of Canton	12,400	\$250	\$100	£1,000,000 \$10,000,000	\$27.50	Final of \$2 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	5 % \$15 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	£1,000,000 \$10,000,000	\$7 1/2	Tls. for year ending 31.12.08 and interim of \$3 on account of 1909	7 % \$300
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$50	£1,000,000 \$10,000,000	\$43.406	\$6 and bonus \$2 for 1908	7 % \$115 & 114 b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,400,000 \$14,000,000	\$420.118	\$27 for 1908	8 % \$155 buyers
SHIPPING.							
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	£157,743 \$1,577,430	Dr. \$3,717	3 % for 1909	5 % \$30 sellers
Douglas Steamship Company, Limited	10,000	\$50	\$50	£250,000 \$2,500,000	none	\$4 for year ending 30.6.1908	5 % \$31 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£1,000,000 \$10,000,000	\$21.76	Dividend of \$1 1/2 for 30.6.10	8 % \$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	£1,144,800 \$11,448,000	47 537.2	6/- for 1909 on Preference shares only @ ex 1/10 = \$1.14 = 14.4	5 % \$38 sellers
Do. (Deferred)	60,000	45	45	£1,144,800 \$11,448,000	47 537.2	Final div. of 2/5 per share (coupon 14) making in all 4/- per share for '09 & an int. div. of 1/- per share on a/c for '10	5 % \$11/-
"Shell" Transport and Trading Company, Limited	2,000,000	6 1/2	6 1/2	£7,000,000 \$70,000,000	£199.994	A dividend of 7 1/2 % for year ending 30.4. 1910	5 1/2 % \$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	£1,000,000 \$10,000,000	\$1.159	A dividend of 5 % for year ending 30.4. 1910	5 1/2 % \$20 sales
REFINERIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	£10,000,000 \$100,000,000	Dr. \$8.090	\$5 for half year ending 30.6. 1910	6 % \$150 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	£10,000,000 \$100,000,000	Dr. \$11.893	\$3 for 1897	5 % \$20 sellers
Mining.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1/2	1/2	£25,000 \$250,000	£4.435	Interim of 1/6 for 1910 (coupon No. 14)	9 % Tls. 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	£12,389 \$123,890	none	First year	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	1/2	1/2	£4,171 \$41,710	none	\$9 per share 1910 dividend	5 % \$77 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	£1,000,000 \$10,000,000	none	Final of Gold \$6.65 for 1909 in all G \$1.15	5 % \$97
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£18,750 \$187,500	Dr. \$8.460	\$1.75 for year ending 31.12.08	5 % \$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	£550,000 \$5,500,000	\$20.847	\$2 1/2 for 1909	4 1/2 % \$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	£500,000 \$5,000,000	\$13.755	3 1/2 for half year ended 30.6. 1909	5 % \$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 6.26	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.6. 1910	8 % Tls. 76
Shanghai and Hongkew Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 9.222	Interim of Tls. 3 for 1910	5 % Tls. 112
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$150,000	Tls. 4.214	Tls. 6 for year ending 29.2.11	5 1/2 % Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	£15,000 \$150,000	\$24.04	\$5 for 1909	5 1/2 % \$124 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	£12,000 \$120,000	\$1.277	\$5 on old shares \$1 on new shares for half year ending 30.6.10	5 1/2 % \$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	£500,000 \$5,000,000	\$17.81	Interim of \$1 1/2 for 1910	7 % \$100 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	£150,000 \$1,500,000	\$5.471	4/- for 1909	6 % \$54 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	£300,000 \$3,000,000	\$20	\$2 1/2 for 1909	8 % \$52 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,125,000 \$11,250,000	Tls. 6.269	Interim of Tls. 3 for 1910	6 1/2 % Tls. 122
West Point Building Company, Limited	22,500	\$50	\$50	£1,125,000 \$11,250,000	\$1.051	Interim of \$1.50 for 1910	8 1/2 % \$99
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 150,000 \$1,500,000	Tls. 10.091	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 120 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	£125,000 \$1,250,000	\$9.551	50 cents for year ending 31.7.08	5 1/2 % \$51 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 \$1,750,000	£4.572	Tls. 7 1/2 for year ending 30.9.09	10 % Tls. 472 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	£800,000 \$8,000,000	Tls. 4.829	Tls. 6 for 1909	10 % Tls. 50
Sey Choo Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 \$2,000,000	Tls. 21.172	Tls. 25 for 1909	17 % Tls. 200 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	£7,500 \$75,000	£6.48	15 % per share for 1909	5 1/2 % 18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	£72,000 \$720,000	£11.11	10 cents for 1909	5 1/2 % \$9
China Light and Power Company, Limited	50,000	\$5	\$5	£250,000 \$2,500,000	£50.243	10 cents for year ending 30.6.10	5 1/2 % \$1.20 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	£1,250,000 \$12,500,000	£1.008	80 cents for 1909	5 1/2 % \$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	£300,000 \$3,000,000	\$1.593	\$1.20 for year ending 31.7.09	6 1/2 % \$19
Green Island Cement Company, Limited	400,000	\$10	\$10	£4,000,000 \$40,000,000	\$4.990	Interim of 15 cents per share for 1910	10 % \$15 buyers
H. Price & Company, Limited	12,000	\$10	\$10	£120,000 \$1,200,000	\$6.70	14 per cent. viz. \$1.40 for 1909	12 % \$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	£600,000 \$6,000,000	\$11.798	A dividend of \$2.20 per share and a bonus of 10 cents per share for year ended 31.12.10	6 % \$11
Hongkong Ice Company, Limited	5,000	\$25	\$25	£125,000 \$1,250,000	\$7.616	Interim of \$1 per share for 1910	6 1/2 % \$105
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	£600,000 \$6,000,000	\$9.176	Final of \$1 making in all \$2 for 1909	9 % \$105 sellers
Matschappij van Mijl, Bosch en Landbouw op de Loois, Limited	25,000	Ga. 100	Ga. 100	Tls. 147,500 \$1,475,000	Tls. 126.622	Interim dividend of Tls. 12 1/2 15th March	5 % Tls. 1,200
Peak Tramways Company, Limited	15,000	\$10	\$10	£150,000 \$1,500,000	\$3.074	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 % \$15 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	£500,000 \$5,000,000	Pa. 18.640	None	5 % \$18 sellers
Philippine Company, Limited	75,000	\$10	\$10	£750,000 \$7,500,000	none	None	5 % \$75 buyers
Shanghai-Sumas Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 1,200,000 \$12,000,000	Tls. 1.540	No dividend this year	5 % Tls. 140 sellers
Societe des Palpes et Papeteries du Tonkin	13,200	Benefit shares	Benefit shares	none	none	First year	5 % \$10 sellers
South China Morning Post, Limited	6,000	\$25	\$25	£150,000 \$1,500,000	Dr. \$11.095	None	5 % \$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	£500,000 \$5,000,000	\$27.86	10 % for year ending 31st May 1910	8 % \$25 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	£500,000 \$5,000,000	none	60 cents for year ending 31.12.08	8 % \$60
United Asbestos Oriental Agency, Limited	20,000	\$10	\$5	£200,000 \$2,000,000	\$2.11	15 % per ordinary share for year ended 31.12.10	5 % \$21 sellers
Watkins Limited	10,000	\$10	\$10	£100,000 \$1,000,000	\$1.041	35 cents for 1909	5 % \$35 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	£900,000 \$9,000,000	\$2.011	3 % for 1909	5 % \$9 buyers
William Powell, Limited	15,000	\$7	\$7	£105,000 \$1,050,000	\$7.12	None	5 % \$7 buyers

Hotel.

BAND I BAND II BAND III
AT THE
BELLE VIEW HOTEL.
SHAUKIWAY ROAD,
Telephone No. 977.

By kind permission of the Commandant and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m. On SUNDAY, the 3rd October (weather permitting).
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.
Dinner a la Carte 7.30 p.m.
Dining Rooms can be reserved by telephoning to the undersigned.
All cordially invited.
W. GALLAGHER, Manager.
Hongkong, 30th September, 1910.

Intimations

Denmarks Pride
HEYMANS BUTTER
SIEMSEN & CO., Sole Agents.

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
NIGHT CARS.
3.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ARKADIA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers,
174, QUEEN'S ROAD CENTRAL.

For Sale.
FOR SALE
AT
GRACA & CO.
27, DES VOEUX ROAD
ASIATIC POSTAGE STAMPS
and
VIEW POST CARDS.
Stamps in Sets, Packets, Bags and Single.
Assortment of Stamps and Post Card Albums.
Postage Stamp Catalogues for 1910.
Stock Books, Duplicate Pocket Books, Transparent Envelopes.
Tweezers, Magnifying Glasses, Perforation Gauge.
Novels, Books for parlour and household use. Toy Books for Children.
Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.
Relief Scaps and Scrap Albums.
MANILA CIGAR AND CIGARETTES.
Inspection invited.
Hongkong, 17th January, 1910.

HUNG ON & CO.
SHOW ROOM AND STORE
at the Premises formerly occupied by
A. CURR & CO.
174, QUEEN'S ROAD CENTRAL.
GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.
CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.
Hongkong, 1st June, 1910.
FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.
GLAZIER-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.
WHERE HIGH-CLASS FURNITURE of every description can be made to order to any design required.
Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firm and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.
Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the American for our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & CO.,
1st May, 1910.
ORDERS promptly attended to, and **CHARGES** most moderate.
AN INSPECTION INVITED
Respectfully, Li Kwong Loong.

NEW SHOP! JUST OPENED!!
DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF RARE JEWELS, &c., &c., &c.
MOHIDEEN & CO.
Dealer in
CEYLON PRECIOUS STONES, &c.
88 & 40, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd May 1910.